

# THE MEMORIAL BRIDGE

## Congress May Make the Necessary Appropriation.

### Engineers Will Submit Designs in Accordance with the Provisions of the Sundry Civil Act of 1899-1900.

One of the acts of the Fifty-sixth Congress will be, it is said, an appropriation of money for the erection of a memorial bridge between the District of Columbia and Virginia, and the building of a boulevard from the south end of that bridge to Mount Vernon. Much of the preliminary work on the memorial bridge has been completed. The survey has been made, and four eminent bridge engineers have been invited to submit competitive designs for a structure combining the elements of strength and durability, and such architectural embellishment and ornamentation as will fitly apply to the dedication "A Memorial to American Patriotism." It is thought by Brigadier General John M. Wilson, Chief of Engineers of the Army, that the designs for the bridge will be submitted about the middle of January, and that the matter will be brought to the attention of Congress by a special report during the month of February, 1900. The bridge, as contemplated by the War Department, will cost approximately \$2,000,000, and the estimated cost of the boulevard varies from \$1,000,000 to \$2,000,000, depending upon the width of the road proposed and the character of the road-covering. Several lines have been suggested for this boulevard, varying from 14 to 16 miles.

### Survey of the Route.

The survey for the memorial bridge contemplates that the structure shall stretch across the Potomac River from the grounds of the old Naval Observatory to the Arlington estate in Virginia. A preliminary estimate, prepared by Colonel Allen, of the Corps of Engineers, provided for a bridge with solid masonry piers, and steel superstructure of three fixed spans of 200 feet each, and one draw-span of 320 feet, with a roadway of 40 feet and two sidewalks, each 10 feet in width, and with approaches adjoining the same widths of travel each way. The roadway was to be paved with sheet asphalt, and the sidewalks were to be granite and granite curbs, by a steel curb. The cost of such a bridge, Colonel Allen estimated, would be about \$1,400,000. It is likely that in the plans to be submitted provision will be made for street railway cars to run underneath the roadway of the bridge. Colonel Allen's estimate did not include any striking ornamentation of the piers and superstructure.

### Money Voted for Design.

The Sundry Civil act of March 3, 1899, contained the following item:

Memorial Bridge Across Potomac River: To enable the Chief of Engineers of the Army to continue the examination of the subject and to make or secure designs, calculations and estimates for a memorial bridge from the grounds of the old Naval Observatory grounds, or adjacent thereto, across the Potomac River, to the convenient point of the Arlington estate, the sum of \$50,000.

It was in accordance with the provisions of this act that General Wilson, by authority of the President of the United States and the Secretary of War, invited bridge engineers to submit designs. The question of a memorial bridge across the Potomac River has been discussed for about fifteen years. It is believed at the War Department that the discussion will be closed at this session of Congress by the passage of a liberal appropriation for the purpose of putting the plans into execution. The Senate on May 24, 1888, adopted the following resolution:

Resolved, That the Secretary of War be directed to examine and report upon the expediency of constructing a Government bridge, with a suitable draw and approaches, from a point on the foot of New Hampshire Avenue, in the public grounds, across the Potomac River, and thence to the Arlington estate, and to submit a plan of such a bridge, with estimates of the cost of the kind of bridge desired by the department most expedient, as well as the cost of alternative plans considered practicable, and which will not materially affect the navigation of the river.

### Colonel Hains' Plans.

The resolution was referred to General Newton, then Chief of Engineers of the Army and by him to Colonel Hains, of the Corps of Engineers, for report. Colonel Hains in his report proposed a bridge of four spans of about 300 feet each, the second span from the Washington side to be a pivot draw, the main bridge structure to be about 1,200 feet long; the approach on the Washington side to be by a wide roadway on an embankment with a grade of about three feet in 100 feet. Anastasia Island and the head of Little River to be crossed partly by embankment and partly by open trestle supporting the roadway; the lower chord of the bridge to be placed at about twenty-eight feet above the level of low tide; the piers and abutments to be built of masonry. The cost of such a structure finished in the best manner and with some degree of ornamentation was estimated at \$699,543.

At about the same time Major Symons, Corps of Engineers, submitted a plan for a bridge from Observatory Hill to Arlington, across the Potomac River, the bridge designed to be a link in a wide travelway from the Capital to the National Cemetery and Government estate at Arlington, to pass at a sufficient height above the river to accommodate commerce in the least possible manner, and to be monumental in its character. The main span was to be 200 feet in the clear with a clear height above high tide of ninety feet under two of them. This proposed bridge was memorial in its conception and the cost was estimated at from \$1,000,000 to \$1,500,000.

General Newton in his report on the bridge said:

The proposed structure, whether viewed from local or national standpoint, would involve incalculable benefits to the Government, and to the people, in its judgment, the careful consideration of a national bridge of engineers, which it should be to the plan be adopted for the construction the fullest and most careful consideration, and it is recommended, should Congress provide for its construction, that such a bridge be authorized.

On February 20, 1890, the Senate adopted the following resolution:

Resolved, That the Secretary of War be, and he is hereby, directed to examine and report to the Senate, on the most suitable kind of bridge, and the location of the same, at or near the foot of New York Avenue, the Potomac River, to a point on the United States National Cemetery grounds, and to submit a plan of such a bridge, and which will not interfere with the navigation of said river.

This was referred to Colonel Hains for report. He wrote:

With a view to meeting the objections to a drawbridge, and at the same time to the cost of one without a draw bridge, I have designed a bridge on the suspension principle, the clear height above the water at midchannel to be 100 feet, the river span to be 210 feet, and two shore spans of 422 feet each, the approaches at each end to be on masonry arch viaducts and embankments of earth; the suspension cables to be of steel, passing over two granite towers, each 210 feet high.

The length of this proposed bridge, including approaches, is 4,500 feet, and its estimated cost \$2,591,000.

There was introduced in the Senate on December 14, 1891, a bill containing the following provisions:

That the Secretary of War is directed and authorized to have constructed an iron bridge from

the most convenient point of the Naval Observatory grounds across the Potomac to the most convenient point of the Arlington estate. That said bridge shall be constructed of iron with a wagon-way thirty feet wide and a passenger footway on each side eight feet wide and shall be of such height as will permit the free passage of vessels, and it not practicable to give said bridge sufficient height to permit the passage of vessels, the Secretary of War is authorized to have a draw erected in said bridge of suitable dimensions for the accommodation of vessels. And the sum of \$500,000, or so much thereof as may be necessary, is hereby appropriated out of any money in the Treasury not otherwise appropriated, for the purpose of carrying out the foregoing.

On April 18, 1892, a bill similar to the foregoing was introduced in the Senate. Major C. E. L. B. Davis, Corps of Engineers, to whom this bill was referred by the Chief of Engineers, General Casey, reported, under date of June 1, 1892, that in his opinion no more desirable point than the Washington end of the bridge than the Naval Observatory grounds could be found. He recommended a bridge similar to the one proposed by Colonel Hains in 1890. The estimated cost of this bridge and approaches was \$503,990.

A bill was introduced in the House of Representatives June 6, 1892, providing for the construction of a memorial bridge. A bill was annually introduced, having in view the building of the bridge, but no one of them became a law.

### THE DISTRICT TITLE COMPANY.

#### Resignation of President Carroll, and New Officers Elected.

The changes recently mentioned as to occur in the management and business of the District Title Insurance Company are now being arranged. At a meeting of the board of directors of the company recently held at the residence of Mr. J. W. Woodward, were elected to fill vacancies on the board: Eugene Carroll, the president, tendered his resignation. At an adjourned meeting, held yesterday, the resignation was accepted, with many expressions as to the efficient manner in which he had conducted the office. W. J. Newton was elected president for the unexpired term. Mr. Carroll was tendered the position of general counsel, which, it is understood, he will accept.

Mr. Newton has been identified with the business interests of Washington during the past twenty-five years. As an attorney he has had a specialty of real estate and insurance law. He is a professor of evidence, pleading, and practice in the Washington College of Law and lectures in the National University. He was one of the organizers of the Lincoln National Bank and of the Commercial Fire Insurance Company, and is a director of the Washington Board of Trade and chairman of the committee on insurance.

Mr. Woodward is the president and Mr. E. S. Parker is the treasurer of the Columbia Agency and Trust Company, recently incorporated, and Mr. Newton is one of its directors. As explained in the Times heretofore, a large number of stockholders of the District Title Company have agreed to become stockholders in this company, and this change gives it representation on the board. The present intention of the District Title Company is to use the Columbia Agency Company to extend its business in various directions.

### ADVICE FOR EXPORTERS.

#### American Manufacturers Should Call to Foreign Tastes.

The State Department has received the following communication from United States Consul General Gneather at Frankfurt, Germany, giving advice to exporters:

"Kuhlo's" German Trade Review and Exporter of October 18, 1899, published at Berlin, contains the following article, 'Color versus business,' which should receive the attention of American manufacturers of cloth, clothing, leather goods, and leather goods, who sell to the countries named. It illustrates how important it is to study the tastes of the people to whom the goods are sold, not only as to the shape of the articles, but also as to color. It is by paying close attention to the study of special tastes that Germany has made such headway in gaining foreign markets. Let our people do the same, and the results will speak for themselves. It has been recently stated that Germany has captured much British trade in Russian markets simply by catering to a popular taste for red in wearing apparel. English sewing needles have also been ousted in Brazil because they were wrapped in green paper, while the Russian manufacturers of Saxony went to pink, and held the market. A French exporter of high-class leather goods has just discovered the Heathen Chinese's antipathy to green by the use of red leather articles made up in that color. Moral: Leave color fancies for the drawing-room, and make money from the rainbow if the market requires it."

### THE UNION LABEL.

#### An Effort to Have It Placed on Government Printed Documents.

The joint committee, representing the allied printing trades of the city, met last night and took initiatory steps to have the union label placed upon all documents printed by the United States Government. The movement is endorsed by the International Typographical Union, International Book Binders' Union, and International Pressmen's Union. It also has the endorsement of several State and municipal governments.

### OBITUARY.

#### Matthew Morgan, a retired banker and stock broker, died suddenly Monday at his home, 284 Lexington Avenue, New York.

Mr. Morgan was born sixty-nine years ago in New Orleans. He came to New York with his parents when a child. For many years he was connected with the banking firm of M. Morgan & Sons. From 1882 to 1884 he was a stock broker, and retired from business a few years ago. Mr. Morgan leaves a wife and three children.

#### Edward B. Underhill.

Edward B. Underhill died Monday of paralysis of the heart at Bay Shore, L. I. He was sixty-six years old. Mr. Underhill was born in New York, and early in life engaged in the hardware business. Later he went to Wall Street and became a broker, retiring several years ago with a fortune of \$1,000,000. His seat in the Stock Exchange, which he had held for many years, he relinquished to his son, Rawson. He leaves a wife and four sons.

#### Calvin de Wolf.

Calvin de Wolf, one of the earliest of Western abolitionists, was found dead in bed at Chicago Monday. He was eighty-four years old. In 1840 Mr. De Wolf became secretary of the Anti-Slavery Society, of Chicago, and later one of the founders of the "Western Citizen," an anti-slavery organ, influential in the Western States.

#### John Parsons.

John Parsons, one of the builders of the first railway locomotive constructed in America, and a resident of Medina, N. Y., died Monday at his home, aged ninety-one years. He was born in New York City, but came to Medina when the town was a mere clearing in the woods, in 1831. He built a house, engaged in the trade of cooper, and he resided there ever since. While engaged at his trade in New York in 1830 Mr. Parsons worked on the first locomotive ever constructed in America, which was built at the Kimberly foundry, at the foot of Beech Street. The wheels of this primitive locomotive were of wood, with iron tires. The locomotive was run on a short line of railroad in South Carolina and was the third ever run in this country, the first two having been built in England and used on the first line of railroad in this country, the Malvern Bourne, of the great iron works of England, was a member in his early life of Mr. Parsons' famous little "Band of Hope" Society, and when he died a few years ago it was found that he had left a bequest of about \$20,000 to his old instructor and friend. With this money an annuity was bought, which made Mr. Parsons comfortable during his last years.

# A-ROUSING GIVING SALE.

## Champion Values in Furniture, Carpets, and Housefurnishings.

A sale of such grand proportions that everyone in town will be interested in it. A wholesale cutting of prices has been made in every department. We have a double object in view—to make this a week of general rejoicing, and to persuade you by the force of great inducements to do your Christmas buying now instead of during the grand rush.

You can pay for the goods as you please. We will deliver when you wish. Terms will be arranged to suit your convenience. It adds nothing to the prices to accept our offer of credit.



China Closet in solid oak, carved oak, and heavy plate glass door and sides. Is a regular size value, for only

**\$9.95**



THIS SOLID OAK EXTENSION TABLE, polished top, heavy turned and fluted legs. A high-grade table at a low price—only...

**\$12.75**



SOLID OAK EXTENSION TABLE, cluster legs, with cross pieces.

**\$7.00**



Spring edge, deep tufted COUCH, fringed to the floor, good quality cover, and a big bargain at

**\$6.00**



A LADIES' DESK, solid oak, French legs, handsomely carved, and a large, serviceable piece of furniture, and is an extra value at

**\$4.50**



Immensely assortment of DINING CHAIRS in all grades. We offer a handsome solid oak dinner, cane seat, high back, and made upon honor, for only

**\$1.00**



Best assortment of PARLOR LAMPS in this city. Brass, Copper, Onyx, China, and Glass Lamps. All colors, all grades, and all styles. We show a very handsome one, with decorations, for

**\$2.25**



Fine leather seat COBBLER ROCK-ER, solid oak. Well made and finished. A big bargain at the price. See it.

**\$1.98**



DECORATED DINNER SET—57 pieces. In other words, you get half dozens in place of full dozens of different sizes of plates. Otherwise, the set is the same as a full set. This is very desirable for small families. Price,

**\$4.50**



DECORATED DINNER SETS, 112 pieces complete. We don't need to explain much about it when we say the price is

**\$5.98**



Carrying Sets, Table Knives, Forks, and Spoons.

We are making a special of forks or spoons, electro-plated, for per set,

**25c**



SOLID OAK SIDEBOARD: golden finish, lacquered, ample cupboard; French plate mirror. A big value for

**\$15.00**



SERVING TABLE, quartered golden oak, choice design and polish finish,

**\$6.75**



SOLID OAK SUITE—Golden finish, full swell front; large pattern French bevel plate mirror; suite is handsomely finished with rope molding, and is a regular \$45 value. Our price is

**\$32.00**



GLASSWARE of All Kinds, Wooden Ware, Tin Ware. In fact, we carry table requisites of all kinds, in great variety. American, German, French, and English Decorated Dinner Sets. A full line of Toilet Sets in all the new colors and decorations.

**\$2.00**



ANOTHER ANTIQUE OAK-FINISHED BEDROOM SUITE, handsomely carved and highly finished—bevel plate mirror—and is an extra big value, for

**\$17.50**



HIGH-GRADE SOLID OAK DINING CHAIR, golden finish, cane seat, new pattern, and a \$2.00 chair—for

**\$1.50**



SOLID OAK BEDROOM SUITE, full swell front, 4-drawer dresser, swell front, double door commode, large 24 by 30 bevel plate mirror; bed and dresser stand 6 feet high. A high-grade set,

**\$25.00**



A HANDSOME SOLID OAK WARD-ROBE, double doors, paneled front and sides, with shelf and hooks complete. Regular price is \$12.00—now for

**\$9.00**



A BEAUTIFUL 5-PIECE MAHOGANY FINISHED PARLOR SUITE, covered in good quality brocade and upholstered in a thorough manner, frames well finished—for

**\$25.00**

# HOUSE & HERRMANN, 901-903 7th St. Cor. I (Eye) St. N.W.

## HONOR FOR PAUL JONES

### The Naval Hero's Remains May Rest in His Native Land.

His Grave in Paris Found After a Prolonged Search—Government Officials Favor the Removal of the Casket to This Country—Congress May Be Asked for an Appropriation

Congress will, it is said, be asked for an appropriation sufficiently large to bring from France to this country with honors of state, the recently discovered remains of the naval hero, John Paul Jones. For a long time every effort to find the resting place of the brilliant naval commander proved fruitless, and it was not until after Albert de Ricadieu, the learned French archaeologist, was interested with the mission that there appeared to us any hope of ever recovering the remains. M. de Ricadieu is the recognized authority on historical sites in and about Paris. After this eminent Frenchman had labored many months to find the remains, his efforts were rewarded with success. He found the burial spot and a record that the naval hero died July 18, 1792, and that he was buried July 20, at 3 p. m., in the presence of a brilliant assemblage. The interment was made in a small cemetery for Protestants, which was filled and closed within six days after the burial of Paul Jones. The cemetery is situated in a square part of Paris, near the station of the Northern Railroad, between St. Louis Hospital and St. Martin's canal. The spot was sold near the end of 1792, and served as a pasture depot for carriage material. Now several streets cross the former cemetery.

### Situation of the Grave.

The grave of Paul Jones is situated at an angle of the Rue des Ecoliers St. Martin and the Rue Grange aux Belles. The spot is covered with cheap structures, mostly one story in height, and also a garden. The identification of Jones' remains could be made without a doubt by the lead coffin that incases them and the uniform and sword and other articles buried with him. When Albert de Ricadieu became satisfied that he had found the spot where Paul Jones was buried, he communicated the facts relative to his discovery to Ambassador Porter, who, in turn, informed the State Department, together with a recommendation to have the remains brought to this country.

Secretary Hay received the suggestion favorably and he called the attention of the President and Cabinet to the matter. It is understood that they all favored the removal of the remains to this country, and that no opposition would be offered by the Administration to any provision Congress might make for such removal.

The officials of the Navy Department are without exception favorable to the project, and it is their belief that a large war vessel should be sent to Paris to obtain the remains, and that they should be brought here with all the honor that it is possible to bestow upon illustrious dead.

Admiral Dewey's views on the subject could not be obtained from him personally, but a naval officer who is a close friend of the Admiral said today that he was certain that the Admiral would approve of any plan to do honor to Commodore Jones, and that he would favor the sending of a warship to bring the remains.

Rear Admiral Crowninshield, Chief of the Bureau of Navigation, declared that it was his belief that the remains of Jones should be brought to this country, and that he would endorse any movement having in view such a purpose.

Rear Admiral Charles O'Neill said substantially the same, declaring that the final

### LEGAL NOTICES.

ESTATE OF GEORGE BYRD HARRISON, Deceased, No. 8209, Docket 25.

The undersigned, J. R. Young, Clerk of the District of Columbia, holding a special term for the purpose of settling claims and making payment of debts, appointed FRIDAY, DECEMBER 15, 1899, AT 10 O'CLOCK, A. M., as the time, and said court room as the place, for settling of claims and making payment of debts, and where all creditors and persons entitled to distribute of the estate or legacies or a residuum are notified to attend in person or by agent or attorney duly authorized, with their claims against the estate properly verified. Provided this order be published once in each of three consecutive weeks before said day in the "Washington Law Reporter" and Washington Times (evening edition).

Signed November 20, 1899.  
Approved: CHAR. C. COLE, Associate Justice, LOUIS A. DENT, Register of Wills, LEIGH ROBINSON, Attorney.  
notd.25.99

IN THE SUPREME COURT OF THE DISTRICT OF COLUMBIA, THE 27TH DAY OF OCTOBER, 1899.—RICHARD FRESBY vs. KATIE FRESBY. No. 2578, Docket 11.

On motion of the plaintiff, by Mr. Campbell Carrington, his solicitor, it is ordered that the defendant cause her appearance to be entered hereon and before the first rule-day occurring forty days after this day; otherwise the cause will be proceeded with by default. The object of this suit is to obtain a divorce upon the ground of desertion and abandonment of the petitioner by the defendant for a period of more than two years prior to the filing of the petition hereon. This order shall be published in the "Washington Law Reporter" and the Washington Times, for the time required under the rules of this court.

(Seal) JOB BARNARD, Justice, &c.  
True Copy—Test: J. R. YOUNG, Clerk, &c.  
By FRED C. O'CONNELL, Assistant Clerk.  
notd.25.99

resting place of the hero should be in the land he fought for so nobly. Neither Secretary Long nor Assistant Secretary Allen would express their views, for the reason that it was probable that the matter would officially come before them, but it is known that they will not oppose any proper movement having for its purpose the recovery of the remains of Paul Jones.

### Bill to Be Introduced.

It is understood that a bill will be introduced early in the House, asking for the necessary appropriation for the removal of the body of the great Jones, and also for the purpose of stamping the movement as one of the Government, thereby adding dignity to the cause.

### THE FRENCH GOVERNMENT, it is understood, has already assured Ambassador Porter that it will render this Government all needed assistance in the recovery of the remains.

### WILL ACT AS SPONSOR.

A Virginia Girl to Christen the Torpedo Boat Destroyer. Miss Maria Ten Eyck Decatur, daughter of W. R. Mayo, of Norfolk, Va., has accepted an invitation from Secretary Long to act as sponsor for the torpedo boat destroyer Decatur.

The Decatur is being constructed at Richmond, Va., by the William R. Trigg Company. The date of her launching has not been fixed.

Miss Mayo is a granddaughter of Admiral Dewey's whose honor the boat was named.

### ONE LABORER'S BIG DEBT.

William H. B. Stout Files a Petition in Bankruptcy. William H. B. Stout, who states his occupation to be that of "laborer" connected with the Sixth Auditor's office in the Treasury Department, today through his attorneys, Davis & Taylor, filed a petition in voluntary bankruptcy. The petitioner states his liabilities to be \$29,657, and his assets at \$100. It is stated that Stout was formerly a contractor of Lincoln, Neb., and the greater part of the indebtedness was contracted in that city, Chicago, and Cleveland.

### A Big Sale of Canadian Wool.

TORONTO, Nov. 20.—Until this week Ontario dealers had not sold a pound of fleece wool to American dealers since the Dingley duties shut out that product from Canada. But owing to a reduction of supply and the great advance in prices overcoming the formerly prohibitive Dingley duty, nearly the whole wool clip of the present year was sold this week to New England mills. About twenty different lots amounting to 1,000,000 pounds, sold for export at 18 to 20 cents. There only remains in Ontario about 250,000 pounds of fleece wool suitable for export.

It seems to be the surest and safest way of asking for Heurich's beer by their names when it is sold. But owing to a reduction of supply and the great advance in prices overcoming the formerly prohibitive Dingley duty, nearly the whole wool clip of the present year was sold this week to New England mills. About twenty different lots amounting to 1,000,000 pounds, sold for export at 18 to 20 cents. There only remains in Ontario about 250,000 pounds of fleece wool suitable for export.



CUT PRICES

Save Your Eyes

—Whatever we do we do thoroughly. Whatever advice we give you about your eyes you can be sure it is to be relied on as the best means of saving your eyesight. We have spared no expense to make this the best equipped Optical Department in America. The services of an expert graduated refractician of years of experience are yours free of charge. A small charge for glasses—payable a little each week.

We fill oculists' prescriptions at exactly one-half what other opticians charge. Get their price—then see us.



Castelberg, The Reliable Jeweler and Scientific Optician.

935 Pa. Ave. Baltimore Store, 106 N. Eutaw St. Established 1846.



McMUNN'S ELIXIR OF OPIUM

Is a preparation of the Drug by which its injurious effects are removed, while the valuable medicinal properties are retained. It possesses all the sedative, anodyne, and antispasmodic powers of Opium, but produces no sickness of the stomach, no vomiting, no constipation, no headache. In acute nervous disorders it is an invaluable remedy, and is recommended by the best physicians.



E. FERRETT, Agent, 372 Pearl St., New York.



Heavy Tobacco Sales in Danville. DANVILLE, Va., Nov. 20.—The receipts of leaf tobacco on this market are enormous and every warehouse in the city is crowded from cellar to garret with the weed. The sales committee yesterday held a meeting and received the usual order to suspend auction sales on Thanksgiving Day. This action was necessary in justice to the farmers, hundreds of whom are in town with their tobacco to market. It is estimated that the sales for November will reach 10,000,000 pounds.



Only \$4.25 Washington to Philadelphia and Return via Pennsylvania Railroad, including Admission to Exposition.



On Thanksgiving Day, November 20, tickets good on trains leaving Washington 7, 8, 13, and 10 a. m., November 20, going and on all trains returning November 20 and December 1. Trains going will stop at South Street (Exposition Grounds), and 10 a. m. train from Philadelphia returning November 20, will stop at same point. Pennsylvania Railroad hotel game on Franklin Field, adjoining Exposition Grounds.



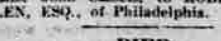
Your Thanksgiving dinner will be incomplete without Heurich's beer. Order a case of Maczen, Senate, or Lager by phoning 634.



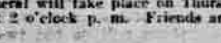
MARRIED. DUNHAM-WHEELER—On November 22, 1899, by the Rev. Alexander Kent, Mr. WM. R. DUNHAM, Jr., of Providence, R. I., to MISS ADRIENNE WHEELER, of Washington, D. C. Providence papers please copy.



BOULEX-CASSELLS—On Tuesday, November 28, 1899, at the residence of the bride's parents, 1207 F Street northwest, by the Right Rev. William S. McVickar, D. D., Bishop Coadjutor, of Rhode Island, and R. B. GIBSON, daughter of Mr. and Mrs. John Cassell, to ROBERT MURRAY BOULEX, 1282, of Philadelphia.



DIED. WAGNER—On Tuesday, November 22, 1899, at 11:25 a. m., at his late residence, 1113 Pennsylvania Avenue northwest, HENRY, son of late Frederick Wagner.



Funeral will take place on Thursday, November 23, at 2 o'clock p. m. Friends and relatives invited.

### SPECIAL NOTICES.

NORTHEAST MARKET. Corner 12th and H Sts. n.e. Open Thanksgiving Eve until 10 p. m. THANKSGIVING MORNING, 6 to 10. 11-cm. KNIGHTS OF PYTHIAS!—The members of Mount Vernon Lodge, No. 5, are especially requested to be present at the regular convention THIS (WEDNESDAY) EVENING AT 7:30 O'CLOCK, as arrangements will be made for the funeral of Grand Chancellor, R. Douglas Crupper, who died Tuesday, November 28, and whose funeral will take place from his late residence, No. 248 C Street northeast, on Thursday, November 29, at 2 p. m. Members of sister lodges fraternally invited to attend the services. Interment at Glenwood Cemetery. GEO. C. HOUGH, Acting C. C.

Attest: W. S. ROBBINS, K. R. S. II.

NOTICE IS HEREBY GIVEN OF THE intention of the undersigned to apply to the Commissioners of the District of Columbia, on the 14th day of December, A. D. 1899, for a charter of incorporation under the provisions of an act of Congress entitled "an act to provide for the incorporation of trust, loan, mortgage, and certain other corporations within the District of Columbia," approved October 1, 1890.

The name of the proposed company shall be the "Union Trust and Storage Company of the District of Columbia." The company is to be organized for the purpose of doing a general trust, loan, mortgage, storage, warehouse, and elevator business in the District of Columbia, and such other business as may be authorized by said act of Congress.

The names of the proposed incorporators are: Arthur D. Addison, Daniel B. Clark, Joseph H. Cranford, Michael J. Colbert, George W. Cissel, J. Maury Dove, Robert B. Donaldson, Lynn O. DeLashmutt, Thomas M. Galt, Benjamin G. Galt, George E. Hamilton, Walter H. Larnab, Rudolph Kaufmann, James B. Lamb, Frederick B. McGuire, Theodore J. McKew, James G. Payne, Francis A. Richardson, Edward J. Stellwagen, John H. Small, Jr., B. Francis Saul, Charles G. Thorn, and Joseph E. Willard.

NOTICE IS HEREBY GIVEN THAT WE will sell at public auction, to pay storage charges on SATURDAY, December 2, 1899, all the goods and chattels of the late name of Jennie Riegal and Walter Davis. THE JULIUS LAUSCHNER FURNITURE AND CARPET COMPANY.